

<b>Delegated Report</b>		<b>Analysis sheet</b>		<b>Expiry Date:</b>		<b>03/07/2009</b>	
		N/A / attached		<b>Consultation Expiry Date:</b>		09/06/2009	
<b>Officer</b>				<b>Application Number(s)</b>			
Elizabeth Beaumont				2009/2105/P			
<b>Application Address</b>				<b>Drawing Numbers</b>			
Footway adjacent to 120 Holborn London EC1				Please refer to decision notice.			
<b>PO 3/4</b>	<b>Area Team Signature</b>	<b>C&amp;UD</b>	<b>Authorised Officer Signature</b>				
<b>Proposal(s)</b>							
Installation on footway of 3 cycle hire docking stations including a registration/payment terminal and maximum of 40 docking points for bicycles in connection with the Transport for London Cycle Hire Scheme							
<b>Recommendation(s):</b>		<b>Grant</b>					
<b>Application Type:</b>		<b>Full Planning Permission</b>					
<b>Conditions or Reasons for Refusal:</b>		<b>Refer to Draft Decision Notice</b>					
<b>Informatives:</b>							
<b>Consultations</b>							
<b>Adjoining Occupiers:</b>	No. notified	<b>00</b>	No. of responses	<b>00</b>	No. of objections	<b>00</b>	
			No. electronic	<b>00</b>			
<b>Summary of consultation responses:</b>	<u>Site notice expired</u> on the 09/06/2009 – no comments received. <u>Councillor Fulbrook</u> – happy to support						
<b>CAAC comments:</b>	<u>Bloomsbury CAAC</u> – Comment - Photographs should have been provided with this application.						

## Site Description

The site is located on the north side of Holborn close to Holborn Circus, a major intersection where Holborn meets New Fetter Lane, St Andrews Street, Holborn Viaduct, Chaterhouse Street and Hatten Garden. The proposed site is located on the pavement in front of the recessed shopfronts on the ground floor of no. 120 Holborn. The site comprises a majority of commercial uses with retail on the ground floor and offices above. The site is in the Hatten Garden Conservation area and there are no listed buildings in close proximity to the site.

## Relevant History

None relevant

## Relevant policies

Set out below are the UDP policies that the proposals have primarily been assessed against, together with officers' view as to whether or not each policy listed has been complied with. However it should be noted that recommendations are based on assessment of the proposals against the development plan taken as a whole together with other material considerations.

### Adopted Unitary Development Plan 2006

SD1 (Quality of life)  
SD6 (Amenity for occupiers and neighbours)  
SD7 light pollution  
B1 (General Design principles)  
B3 (Alterations and extensions)  
B7 (Conservation Area)  
B8 (Archaeological sites and monuments)  
T1 (Sustainable Transport)  
T3 (Pedestrians and Cycling)  
T7 (Off Street Parking)  
T9 (Impact of parking)  
T12 (Works affecting highways)

### Camden Planning Guidance 2006

#### The London Plan 2004

2A.1 (Sustainability criteria)  
3C. 3 (Sustainable transport in London)  
3C. 1 (Integrating Transport and Development)  
3C. 9 (Increasing the capacity, quality and integration of public transport)  
3C. 17 (Tackling congestion and reducing traffic)  
3C. 18 (Street space)  
3C.22 (Improving conditions for cycling)  
4B.1 (Design principles for a compact city)  
4B.5 (Creating and inclusive environment)

## Assessment

### Proposal

Permission is sought for the installation of 3 cycle hire docking stations comprising a registration and payment terminal with 40 docking points as part of the Transport for London (TfL) Cycle Hire Scheme providing a new form of sustainable public transport. The docking station will be in three sections positioned in between two trees measuring a total distance of 32m long and 2m wide. The central station is 11m, long, the section to the east is 12m long and the western section is 9m long positioned on the footway. The station will comprise the following features;

- A terminal measuring approximately 2.4m high, 0.5m wide and 0.35m deep with a circulation area of 2m by 2m.
- The terminal comprises a map and payment/registration functionality which will be internally illuminated when in use.
- The terminal will be positioned near to the junction with docking points extending along Holborn in a single linear row along the kerbside. The bikes are positioned with the front wheel kerbside.
- Docking points measuring approximately 0.85m high sloping to 0.75m, 0.325m deep and 0.13m wide with 0.75m between each point.
- Each point will have an oyster card reader and secure one bicycle.

As there is no service provider appointed by TfL yet, information relating to some aspects of the scheme is indicative at this stage.

### Design

The proposed location on the footway is considered to be contradictory to the location of the existing adjacent bicycle and

motorcycle parking bays which are all located within the central island reservation. However, it is unlikely that such a scheme would be acceptable for a docking station in the centre of a busy highway due to safety concerns. The proposed location in front of the recessed ground floor shopfronts of the 10 storey modern building is therefore considered acceptable. It is considered the docking station would sit well within the street and would not visually clutter the streetscene.

The indicative materials are stainless steel with a steel or aluminium base and trim. There are concerns regarding the design of the trim and base. These features should be as durable as possible in order to preserve the long term appearance of the docking stations within the street scene. A condition will be attached requiring the use of highly durable stainless steel to match the material used in the Legible London Scheme. The indicative colour scheme is dark blue and silver terminals and document points with a light green/turquoise roundel. Concerns are expressed regarding the design off the roundel on the top of the terminals. It is considered the top of the terminals should be a long lasting, iconic, piece of street furniture which fits sensitively into the streetscene. A condition will be attached requiring surface materials to match existing.

It is considered the proposed docking station would not harm the character of any surrounding buildings, the streetscene or the wider conservation area and is considered acceptable in this location.

### **Archaeology**

There is a Roman cemetery in the immediate area. It is considered that the potential for recovering remains is slight as the groundwork for the docking station will not penetrate deeper than 450m below the ground surface. Archaeological investigative works are however proposed as a precautionary measure to ensure that no damage occurs to any archaeological remains.

### **Transport**

Holborn is a large busy road with two rows of traffic on each side of the road. The footway is approximately 6m wide this will be reduced to 4m. A cycle path runs along the highway adjacent to the station.

As the docking station is entirely positioned on the footway there will be a permanent obstruction on the footway. However it is considered the permanent obstruction of the "station" itself and the temporary obstruction from the operation of the station by cyclists is acceptable, given the width of the remaining pavement and the normal pedestrian flow.

The proposal is not considered to affect the visibility of vehicles along this section of Holborn.

### **Amenity**

The proposed location is mainly comprised of ground floor retail units and office accommodation above. It is not considered that the proposed development or the method of illumination would have a detrimental impact on the amenity of neighbouring occupiers or residents.

### **Access**

The proposal retains a sufficient width of pavement in accordance with BS8300:2009 Design Guidance and TfL guidance 'Inclusive Mobility'. As the docking stations will be positioned in the centre of the footway it is considered that a form of delineation through a variation in surface material is required in order to act as a warning to the visual impaired of the presence of the station. A condition will be attached requiring surface treatment of a contrasting texture on the highway surface to define the perimeter of the docking station to act as a warning of the presence of the docking station for visually impaired pedestrians.

The height of the docking station is indicative at this stage and ranges between 0.75m to 0.85m. It is considered acceptable for the points to be below 1m in height contrary to TfL's Design Guidance given the surface delineation treatment.

### **Community Safety**

The proposed site is surrounded by a combination of office accommodation with active ground floor frontages allowing some surveillance of the site. The proposed docking station is located on a very busy highway. The payment terminal is positioned closest to the junction and sightlines are maintained. It is therefore considered the proposal would not have a detrimental impact on crime, anti-social behaviour or community safety.

**Recommendation:** Grant planning permission

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